

and as the journey is down river he will probably arrive there some time in November. There are 30 points (17 gillies) entered for the autumn races which take place on 13th, 14th and 15th inst., and training is in full swing. The course is in very good condition and if only the god with the watering pot will hold his hand we ought to have a fine time. To the disgust of most local sports a well known Shanghai rider is coming up for the races to ride for a Russian stable, thus making doubtful events a certainty, as even the best local riders can have no show against him, though they may have the better mounts.

Perhaps better counsel may prevail in future. The "Hankow land question" is still the subject of friendly discussion between the respective governments, and there are no further developments.

As the result of a recent exploration some reliable particulars have been placed at my disposal as to the newly opened port of Yochow in the Tungting lake. The city of Yochow is situated on a bluff, about six miles from the entrance to the Tungting lake, but its position was found to be unsuitable for an open port where scorching any but transit trade is carried on. The port has therefore been opened at Changshing, situated about one mile from the Yangtze at the mouth of a creek which gives a double frontage to the port and affords a secure anchorage in rough weather. The same facilities have been adopted by the Chinese authorities at this port as were proposed at the opening of Wuchang. They propose to administer the settlement, &c., being under their supervision, and no voice seems to have been raised yet in opposition to that proposal. How foreigners will fare in a settlement under Chinese administration may easily be imagined. The Tungting lake is really only a lake in summer when the river is at the flood. In winter it is a vast plain of very fertile flood deposit, intersected by innumerable creeks where the waters of the Yangtze and Yuen rivers join on their way to the Yangtze. At low water there is only from 2 to 4 feet of water in the mouth of these rivers, though the creeks are deeper, but quite sufficient for the native sailing craft and small steam-launches. Of the latter, quite a number are running between Yochow and the great cities of Hunan, Changshing (the capital), and Siang-tan on the Siang river, and Chingting on the Yuen river, but at present they carry passengers only. No doubt in course of time the opposition of the local boatmen could be overcome and the launches could be employed to tow cargo boats or themselves carry such cargo, as the greater expenditure of this mode of conveyance both going and coming would soon commend itself to the native merchants. Even an approximate estimate of the population of these cities cannot be obtained, but they extend some five or six miles along the banks of the rivers where they are situated, and it follows that there must be great possibilities for foreign imports, provided native customs and prejudices are carefully consulted. The exports of the province of Hunan are chiefly rice, tea and timber, and cotton is also produced, in considerable quantities. Rice to the amount of about one million piculs is exported, chiefly to Hupoh, and over a half million half chests of tea are sent to the Hankow tea market. The timber exported approaches ten million taels in value, and it follows that the transit duties which have been collected at Yochow hitherto must have been considerable. Both anthracite and bituminous coal is found in the mountainous districts of Hunan, and iron and other metals are present in large quantities, and appliances. These facts show the immense fields for foreign enterprise which will surely before long be opened up in Hunan, and the great future importance of the port of Yochow (Changshing), as a port of transshipment. The Shanghai Chamber of Commerce should bestir itself and take note.—*China Gazette* Cor.

JAPANESE OFFICERS FOR THE TRANSVAAL.

Captain Hirooka, who has been ordered by the General Army Staff Department to proceed to South Africa to take the war operations there, left by the *Yokohama-maru* from Yokohama on the 8th inst. He will be attached, it is stated, to the Boer Army, Colonel Jijichi, the military attaché in the Japanese Legation in London, has also been ordered to South Africa, and will accompany the British forces. A wire has been received announcing Colonel Jijichi's departure for the scene of operations.—*Kobe Chronicle*.

SUDDEN DEATH OF A FOREIGNER AT YOKOHAMA.

Mr. T. T. Thomson, Third Officer of the N.Y.K. steamer *Sanuki-maru*, says the *Japan Gazette* was found dead in his cabin on the morning of the 7th inst. about half-past six o'clock. The deceased had retired about seven o'clock on the previous evening apparently in good health, and nothing unusual was noticed, but when a Chinese boy entered his cabin in the morning he found him dead. The matter was reported to the Water Police, and Chief Inspector Yuasa, accompanied by Dr. Makino, went on board the ship and made an inspection of the body, but there were no marks of foul play. Later the body was examined by Dr. Wheeler, and the cause of death was pronounced to be heart failure.

The remains were interred in the Yokohama Cemetery, the ceremony being performed by the gentleman in temporary charge of the Seamen's Mission in the absence of Mr. Austin. The funeral was attended not only by the deceased's shipmates, but by many officers in the employment of the Nippon Yusen Kaisha who are now on the reserve, to whom the deceased was well known.

RUMOUR OF MUTINY ON THE "FRAN"

The *Birmingham Post* of October 6th prints a rumour to the effect that something like a mutiny has occurred on the *Fran* among the members of the Arctic Expedition under the command of the naval lieutenant in charge of the ship. It is reported, refused to submit to Sverdrup's authority. Disorder prevailed on board, and it was expected that the men would desert at the first opportunity.

The news has created a sensation among explorers and geographers, many of whom regard it as unwise to combine the naval and civil element in these expeditions.

ALLEGED INCENDIARISM AT YOKOHAMA.

At an early hour on the morning of the 7th, says the *Japan Advertiser*, it was discovered that smoke was issuing from the staircase and first floor at the rear of the premises of the Chinan Bank of India, Australian and China, in Main Street, Yokohama. It was found that the fire had been started under the stairs leading to the veranda, in the yard and the back of the compound, but being discovered in time was extinguished before any serious damage had been done. It is believed that it was a deliberate attempt to burn down the Bank premises.

CHINA FOR THE JAPANESE.

MARQUIS ITO'S STRONG SPEECH FOR JAPANESE TRADE PREDOMINANCE THERE.

Kobe, November 18th. Marquis Ito delivered an important and suggestive speech at the meeting of the Shokoku, an association of the principal business men of Tokyo, on Wednesday at the Imperial Hotel there. Prof. Foxwell having spoken Marquis Ito followed, prolonged the meeting to his rise. The very next statement (says the *Japan Times*) modestly denied himself the right of haranguing his hearers, who were, he said, all men of practical knowledge and wide experience, on purely business topics. He wished, however, to speak on the vital position which trade and industry occupied in the economy of a nation and then to extend his remarks to the question of the revision of the law of representation. Agriculture, said the Marquis in effect, was a force, and an important factor in the economy of a nation, but it was cut of the question in the present circumstances to depend upon it alone for the growth and greatness of the country. They had outlived the days of isolated existence and in order to hold their ground and try their fortune in the arena of the world's competition, it was of paramount importance that they should devote their best energy to the building up and expanding of their trade and industry. The future of China, said Marquis Ito, looking to China as the goal to which the business enterprise of the Japanese people should aspire. Geography had willed that Japan should be a commercial nation. Only a strip of sea and they tried the vast empire of China with its boundless territory, with its hidden treasures practically intact, and with its millions upon millions of swarming inhabitants ready to swallow up the whole world's supply of commodities and to yet want more. No wonder the nations of the world were envying with the other in establishing and extending markets for their wares in that great country. Japan was by force of circumstances bound to rebuild her national foundations on the basis of trade and industry while it would be in China that the merchants and manufacturers of the nations of the world would fight their battle for commercial supremacy. Should Japanese business men fail to establish their foothold in China before the field was usurped by their foreign competitors, the result would not only be a death blow to the trade and commerce of this country but might even mean a menace to the stability of her national existence. If Japan was to hold her own, and she must do so, in China, then Japanese business men must at once awake to their grave responsibilities. The Marquis next referred to that oft repeated boast, begotten of flattery, that Japan, like England, was surrounded by water and had a great command as her close neighbour; but the latter possessed one quarter of the total land area of the world and her capital invested abroad, when all told, might be estimated at £500,000,000. Again, taking the foreign trade of China, England accounted for over seventy per cent. of her total imports, while sixty per cent. of those imports came on board British vessels. But how did England fare in the products of her own soil? Why her food supply was coming practically all from abroad. England today possessed a navy which gave her the supremacy of the seas. She possessed resources almost sufficient to control the trade and commerce of the whole world. Where did all the greatness come from? Not from agriculture but from her trade and industry. If then Japan wished to rise in the Far East at least to the position that England occupies in the world it would be self-evident that the Japanese should frame their policy in their diplomacy, education and every thing else, that whatever they did should tend to foster and enlarge the sphere and prosperity of their trade and industry. It was with this object in view, continued the speaker, that the bill for the amendment of the law of election and representation was introduced in the late session of the Diet.—*Herald*.

RUSSIA AND JAPAN IN KOREA.

A JAPANESE DEMAND. It is reported that the Japanese Government has applied to the Korean Government for a lease of several places along the Korean coast to be used as fishing stations for Japanese fishermen. It is believed that the application will be granted in view of a similar concession made to the Russian Government.—*Kobe Chronicle*.

DISCOVERY OF OLD COINS AT OSAKA.

On the 6th inst. a quantity of old gold and silver coins, valued at some ¥3,000, were unearthed on the premises of a bath-house at No. 74, Azuchimachi, San-chome, Osaka, while operations for filling up a drain were taking place. On the following day further discoveries of coin, valued at ¥2,000, were made at the same spot. It is supposed that further finds may be made, and the proprietor, who bought the premises a year or two ago, is making a thorough search.—*Kobe Chronicle*.

THE SOUTH AFRICAN FIELD FORCE.

THE CONSTITUTION AND ALLOTMENT. The initial constitution of the South African Field Force, which has hitherto not been published, will be as follows:

CAVALRY DIVISION. Commander, Major-General J. D. P. French (Local Lieut.-General). 1st Cavalry Brigade (Colonel J. M. Babington, with local rank of Major-General). Cavalry: 6th Dragoon Guards, 10th Hussars, and 12th Lancers, Artillery: R. Battery, Royal Horse Artillery, and ammunition Column. Engineers: Field Park, Four Companies Mounted Infantry and two machine guns. Supply Column: No. 13 Company Army Service Corps. Bearer Company: No. 9 Company Royal Army Medical Corps. Field Hospital: No. 9 Company Royal Army Medical Corps. 2nd Cavalry Brigade (Colonel J. P. Brabazon, with local rank of Major-General). Cavalry: 1st Dragoons, 2nd Dragoons, and 6th Dragoons. Artillery: O Battery Royal Horse Artillery and ammunition Column. Four Companies Mounted Infantry and two machine guns. Supply Column: No. 25 Company Army Service Corps. Bearer Company: No. 12 Company Royal Army Medical Corps. Field Hospital: No. 6 Company Royal Army Medical Corps.

1ST INFANTRY DIVISION. Commander, Lieutenant-General Lord Methuen. 1st Brigade (Major-General Sir H. E. Colville). 3rd Grenadier Guards, 1st Coldstream Guards, and 2nd Coldstream Guards, and 1st Scots Guards. Supply Column: No. 19 Company Army Service Corps. Bearer Company: No. 13 Company Royal Army Medical Corps. Field Hospital: No. 18 Company Royal Army Medical Corps. 2nd Brigade (Major-General H. J. T. Hildyard, with local rank of Major-General). Cavalry: 2nd Devonshire Regiment, and West Yorkshire Regiment, and East Surrey Regiment. Supply Column: No. 26 Company Army Service Corps. Bearer Company: No. 2 Company Royal Army Medical Corps. Field Hospital: Depot Companies Royal Army Medical Corps. Divisional Troops: Cavalry: "A" Squadron 14th Hussars, 7th, 14th, 60th Batteries Royal

Field Artillery: Ammunition Column. Engineers: 17th Field Company Royal Engineers, Supply Column: No. 20 Company Army Service Corps. Field Hospital: No. 19 Company Royal Army Medical Corps.

2ND INFANTRY DIVISION. Commander, Major-General (Local Lieut.-General) Sir C. F. Clery. 3rd Brigade (Major-General A. G. Wauchop). 3rd Royal Highlanders, 1st Highland Light Infantry, and 2nd Seaforth Highlanders. Supply Column: No. 14 Company Army Service Corps. Bearer Company: No. 1 Company Royal Army Medical Corps. Field Hospital: No. 8 Company Royal Army Medical Corps. 4th Brigade (Major-General the Hon. N. J. Lytton). 2nd Scottish Rifles, 3rd King's Royal Rifles, 1st Durham Light Infantry, 1st Rifle Brigade Supply Column: No. 16 Company Army Service Corps. Bearer Company: No. 14 Company Royal Army Medical Corps. Field Hospital: No. 14 Company Royal Army Medical Corps.

Divisional Troops: Cavalry: "B" Squadron 14th Hussars, Artillery: 63rd, 64th, and 72nd Batteries Royal Field Artillery. Ammunition Column. Engineers: 11th Field Company Royal Engineers, Supply Column: No. 24 Company Army Service Corps. Field Hospital: No. 3 Company Royal Army Medical Corps.

3RD INFANTRY DIVISION. Commander, Major-General (Local Lieut.-General) Sir W. F. Gatacre. 5th Brigade (Major-General A. Fitzroy Hart). 1st Royal Inniskilling Fusiliers, 3rd Royal Irish Rifles, 1st Connaught Rangers, and 1st Royal Dublin Fusiliers. Supply Column: No. 30 Company Army Service Corps. Bearer Company: No. 16 Company Royal Army Medical Corps. Field Hospital: No. 10 Company Royal Army Medical Corps. 6th Brigade (Major-General G. Barton). 2nd Royal Fusiliers, and Royal Scots Fusiliers, 1st Royal Welsh Fusiliers, 2nd Royal Irish Fusiliers. Supply Column: No. 36 Company Army Service Corps. Bearer Company: No. 17 Company Royal Army Medical Corps. Field Hospital: No. 11 Company Royal Army Medical Corps.

Divisional Troops: Cavalry: "C" Squadron 14th Hussars, Artillery: 74th, 77th, and 78th Batteries Royal Field Artillery. Ammunition Column. Engineers: 12th Field Company Royal Engineers, Supply Column: No. 33 Company Army Service Corps. Field Hospital: No. 7 Company Royal Army Medical Corps. CORPS TROOPS. Cavalry: Headquarters: 14th Hussars and 13th Hussars. Artillery: "G" and "H" Batteries Royal Horse Artillery, 4th, 38th, and 78th Batteries Royal Horse Artillery, 37th, 61st, and 66th Batteries (Howitzer) Royal Field Artillery. Ammunition Column. Engineers: "A" Pontoon Troop Royal Engineers, 1st Division "Telegraph" Royal Engineers, 26th Field Company Royal Engineers, 1st Field Park Royal Engineers, 1st and 2nd Balloon Section Royal Engineers, and 10th Railway Company Royal Engineers.

Infantry: 1st Royal Scots. Details: Ammunition Park: Supply Column: No. 21 Company Army Service Corps; Field Bakery, No. 40 Company Army Service Corps; Field Hospital, No. 5 Company Royal Army Medical Corps; Supply Park, Nos. 4, 29, and 42 Companies Army Service Corps. LINES OF COMMUNICATION. Balloon Field Factory: Royal Engineers. Infantry: 2nd Northumberland Fusiliers, 2nd Somersetshire Light Infantry, 2nd Duke of Cornwall's Light Infantry, 1st Welsh Regiment, and Northamptonshire Regiment, 2nd Shropshire Light Infantry, and 1st Gordon Highlanders. Artillery: Service Corps: Nos. 1, 2, 3, and 4 Auxiliary Companies Army Service Corps. The Royal Army Medical Corps: Nos. 1, 2, 3, and 4 Stationary Hospitals, Nos. 1, 2, 3, and 4 General Hospitals, Base Depots of Medical Stores (two); Advanced Depots of Medical Stores (three); Nos. 1 and 2 Hospital Trains, Nos. 1 and 2 Hospital Ships. Arms Ordnance Corps: Nos. 1, 2, 3, and 5 Companies Army Ordnance Corps. Details: Army Corps Pay Office: Staff of Infantry Depot at Base Staff of General Depot at Base, and "A" and "B" Remount Companies Army Service Corps.—*S. F. Press*.

TRIPLE-SCREW PROPELLERS.

The screw propeller question is always with the shipbuilder and shipowner. We began to think that we had come to some final conclusions after the classical investigations of Mr. Froude, but at the spring meeting of the Institute of Naval Architects Commodore Melville opened the whole question up again, and taught us that no final results had yet been attained. The fact is, we no longer imagine that a settlement on any question has been come to and we find that later experiments and trials unsettle many of our conclusions. This is exactly the position of affairs on the screw propeller question, in consequence of the reply which Commodore Melville has just sent over from the Naval Bureau of the United States in answer to the question on his paper on "Triple-screw Propellers." Sir Wm. White had been making experiments with models and thought that he had come to conclusions opposite to those set forth in the paper by Commodore Melville. He asked for the results of the trials on which the Commodore based his conclusions, and those results have been very fully given, and certainly point to advantage in favour of triple-screw propellers over twin and single screws under certain conditions of working.

Commodore Melville conducted trials with two classes of ships, cruisers and battleships. These were not always the same size, but the results were reduced to a common standard in each case by rules which were laid down by Mr. Froude for this purpose, and which are now universally adopted. The speed results of the trials of the cruisers he reduced to a standard displacement of 11,000 tons, and of the battleships to 12,500 tons displacement. The total number of trials made, on which he based his conclusions, was about two hundred. He plotted the results of speed, and horsepower on squared paper, and drew a curve through the points showing the results for the triple-screws in cruisers and another through the points showing the results of the twin-screws. He did the same for the two sets for the battleships. The curves for the triple-screws were above the curves for the twin-screws in both cases, showing that the speed attained by triple-screws for the same horsepower developed by the engines was higher than that attained by the ships with twin-screws. For example, we note from the curves which Commodore Melville supplies that when the speed of the cruisers was 22 knots per hour, twin screws required 12,500 h.p., while triple-screws only required 10,500 h.p., to propel the vessel. This shows a difference of 3,000 h.p., and as a consumption of about 1.5 lbs. of coal are required per h.p., this would entail an extra quantity of 4,500 lbs. of coal for twin-screws to produce the same speed as triple-screws. Roughly, at a speed of 22 knots, ships of 11,000 tons displacement require 12,500 h.p. of coal more than ships fitted with triple-screws. The battleships trials showed results in exactly the

same direction. Battle-ships fitted with twin-screws, and with a speed of 18 knots, required 17,750 h.p., and only 14,250 for the same speed when they were fitted with triple-screws. This shows an advantage of 3,500 h.p. in favour of triple-screws at a speed of 18 knots. If the advantage be measured in coal consumption, and if it be taken that each h.p. requires 1.5 lbs. per hour, the triple-screws would show an advantage of 2½ tons of coal over the twin-screws per hour.

Much valuable information has been obtained by the exhaustive trials made with the *Minneapolis*. Not only were trials made with the main engines, but also with the auxiliary machinery. An important paper was read before the Institution of Naval Architects and Marine Engineers, New York, on the trials with the pumps and the quantity of steam required to work them. This paper was of great importance. But Commodore Melville now gives us the results of the trials of the main engines. In these trials with the *Minneapolis* a fixed coal consumption was settled. In one case two engines were used, in the other only one engine. When one engine was used the other was allowed to stand, and the screw which was driven by it allowed to run as it liked in the water. The same auxiliary machinery was used in both cases. When two engines were in operation it required 938 h.p. to give a speed of 9.33 knots. When one engine was used 1,236 h.p. was developed, and with this only a speed of 9.36 knots was made with the single screw. Then there was another curious result. When the *Minneapolis* ran at 9.73 knots, she required 1,872.6 h.p., with one engine and one screw propeller to do it, while with two engines and two screw propellers she required 1,949.1 h.p. to make a speed of 9.71 knots. On the other hand, the *Kaiserin Augusta* made a speed of 9 knots with two engines, and required 932 h.p. to do it, and when working with one engine and one screw she made a speed of 9.07 knots, and required to develop 1,050 h.p. to do it. Commodore Melville comes to the conclusion that at high speeds triple-screws are more economical of horse power than twin-screws and the results of the published trials, and the curves made from them, bear him out.—*Exchange*.

THE FINANCIAL SITUATION IN EUROPE.

The London financial correspondent of the *New York Times* cables on October 9th:—One must go back to 1873 to find an advance in the Bank of England rate twice in one week, and in 1886, when the rate rose from 6 to 10 per cent. in less than a fortnight, to discover circumstances equally disquieting to those now coming to the surface. Altogether apart from the Boer war, which is now certain, and from the fact that the present position of the British Government, ominous weaknesses have been revealing themselves in our credit market for some time back.

Our great safeguard against a credit blizzard has been new supplies of gold from the Transvaal. For three months at the shortest, and probably for six, the supply will be stopped, and at the same time demands upon us for the metal will be increasingly acute.

Leaving the United States out of consideration, all Europe wants gold because all Europe has overstrained its credit. The bank rates on the Continent show how the struggle is becoming increasingly wolfish. Both the Austro-Hungarian and the German State Banks raised their discount rates to 6 per cent. last week, and the Bank of the Netherlands moved up to 5 per cent. The Bank of France must soon go up also, although it works its note issue with great skill and protects its stock of gold by putting a premium on it by paying out worn coins and in other ways. A point will soon be reached where these tactics must be abandoned for fear the French people should take flight about the convertibility of the notes. The wonder to me is that they have not done so already. The note circulation of the Bank of France this week is £15,400,000, about £9,000,000 more than a year ago. Its stock of gold is only about £2,000,000 greater, and a mere £7,000,000 all told, or ten shillings in the pound. In addition the bank holds £47,000,000 of nominal silver, which could not be sold at any price. Its position, therefore, is delicate in the extreme and a fierce struggle to retain its gold is inevitable. At present the Bank of England is still the strongest of all European Banks in many respects, because London is a creditor of both France and Germany. In Germany, French, Russian and Dutch bills of exchange not less than £25,000,000 of our banking resources is currency invested. Hence continental rates of exchange have all moved sharply in our favour this week, and still we do not receive gold as fast as it goes away, principally to South Africa.

The truth is that no market can spare gold either to us or to the United States. To protect themselves, therefore, foreign bank rates must go further up and the Bank of England is bound to follow. In the tussle for gold we should hold our own this winter but for the African war drain. That, added to other demands, and all capped by the stoppage of supplies, causes the prospect to be gloomy indeed. We most likely shall have a 6 per cent. bank rate upon us and that is sure to prove the key to open the Pandora's box. Among our symptoms are the note circulation declining, the price of our first-class stocks, railway, municipal and others. Consols and other Government securities already have fallen enough to reduce the book surplus of our post-office savings bank by about £7,000,000. This decline strains banking credit everywhere and will tell by degrees.

Trouble is likely to arise among the Scotch banks over whisky. They have locked up many millions in it and cannot escape without disastrous liquidation.

SHIPPING REPORTS.

Captain Finlayson, of the steamship *Nanchang*, from Newchwang, reports:—Fresh N. gale, high sea and fine generally.

Captain Sobajima, of the steamship *Tamsui Maru*, from Swatow, reports:—Strong Northerly breeze and rough sea, half fine and cloudy weather.

Captain Fowler, of the steamship *P. C. Kiao*, from Bangkok, reports:—Fine weather for 14 N., thence to port strong N. to N.E. wind and high head seas.

Captain Pigot, of the steamship *Wongkok*, from Bangkok, reports:—Smooth sea, fine and very clear as far as Cape Varella, thence strong N.E. winds and fine.

Captain McArthur, of the steamship *Gulfrich*, from Kobe, reports:—Left Kobe on the morning of Nov. 12th, arriving at Moji early next morning. The voyage was resumed the same afternoon; fresh to strong N.W. winds and squally weather were experienced until clear of the Goto Islands, after which the wind changed to N.E., and blew a fresh gale. Terrible squalls blew from the north and tremendous sea. This weather continued until the morning of the 17th when the Lamock was passed. After this the wind and sea moderated and fine weather prevailed to Hongkong.

NOTANDA.

CALENDAR.

NOVEMBER.
Meteorological means based on fifteen years' observations to 1898.
Barometer 30.103
Thermometer 59.2
Humidity 65
Rainfall 1.302

TO-DAY.

Saturday, 18th November, 1899.
Chinese—16th of 10th moon of 25th year of Kwang-su.
Sun—Rises 6h. 15min.
Sets 5h. 10min.
High water—Morning 1h. 18min.
Afternoon 3h. 40min.
Low water—Morning 3h. 27min.
Afternoon 2h. 17min.

ANNIVERSARIES.

1851—Death of the King of Hanover.
1867—Great Fire in Hongkong.
1869—Suez Canal opened.
1870—Ching How arrived in Hongkong en route for France, as special Abbas aide, to explain the Tibetan Massacre.
1877—Kars taken by the Russians.
1893—Dr. H. D. Duder, German Consul at Canton, shot himself.
1897—Outbreak of cattle disease in Hongkong.
1898—J.M.S. *Fernside* launched at Portsmouth.

TO-MORROW.

Sunday, 19th November, 1899.
Chinese—17th of 10th moon of 25th year of Kwang-su.
Sun—Rises 6h. 17min.
Sets 5h. 10min.
Moon—Max. Dic. A. 11h. 50m.
High water—Morning 1h. 30min.
Afternoon 3h. 50min.
Low water—Morning 3h. 40min.
Afternoon 2h. 20min.

ANNIVERSARIES.

1801—M. de Lesseps born.
1880—Collision on the Yangtze between the steamers *Kiangsu* and *Hanyang*, both vessels lost.
1884—Steamer *T. C. Hook* foundered with all hands whilst on a voyage from Saigon to Hongkong.
1887—Terrible gunpowder explosion at Amoy; upwards of 800 houses destroyed, and several hundred lives lost.
1897—Immense fire in London.
1898—Lord Charles Beresford advocates the "open door" policy at Shanghai.

AGENDA.

TO-MORROW.
CHURCH SERVICES.
St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Vanchai:—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.
Australian (*Chingtu*) to-morrow.
French (*Oranien*) 21st inst.
American (*Garlin*) 22nd inst.
Indian (*Chelydra*) 24th inst.
German (*Prinz Heinrich*) 28th inst.
American (*Hongkong Maru*) 29th inst.
Canadian (*Empress of Japan*) 2nd prox.
American (*China*) 7th prox.

The steamer *Chelydra* from Calcutta and Straits left Singapore for this port on Friday 17th inst. at 5 p.m.

The steamer *Kamakura Maru* (Europe Line) left Singapore for this port to-day and is expected to arrive here on the 23rd inst. a.m.

The T. K. K. steamer *Nippon Maru* with mails &c. which left hence Oct. 19th for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 16th inst.

The Imperial German mail steamer *Prinz Heinrich* carrying the German mails with dates from Berlin of the 30th Oct. left Colombo on the 17th inst. (Friday) a.m. and may be expected here on or about Tuesday the 28th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba to Kowloon Dock.
Isla de Luzon " "
Sinla " "
H. I. G.M.S. Deutschland " "
Pronto " "
Adolph Obig " "
D. Juan d' Austria to Cosmopolitan.
Mongkut " "

Shipping.

Arrivals.
WONGKOT, British steamer, 1,115, H. B. Brooke Pigot, 17th Nov.—Bangkok 9th Nov., and Holm 16th, Rice.—Yuen Fat Hong.
PHRA CHOM KHAO, British steamer, 1,011, J. Fowler, 17th Nov.—Bangkok 7th Nov., and Koh-si-chang 9th, Rice and General.—Yuen Fat Hong.
DAPHNE, German steamer, 1,292, Th. Nissen, 17th Nov.—Kutchinotzu 12th Nov., Coal.—Siemssen & Co.
GUTHRIE, British steamer, 1,495, W. G. McArthur, 18th Nov.—Kobe 12th Nov., General.—Gibb, Livingston & Co.
SAINT JEROME, British steamer, 1,848, P. T. Reid, 18th Nov.—Shanghai 15th Nov., Dowdell & Co.
TAMSAI MARU, Japanese steamer, 1,037, K. Sobajima, 18th Nov.—Swatow 7th Nov., General.—Mitsui Bussan Kaisha.
AMICO, German steamer, 872, J. Bendizen, 18th Nov.—Huphiong 15th Nov., General.—Jebsen & Co.
NANCHANG, British steamer, 1,098, E. Findlayson, 18th Nov.—Newchwang and Chefoo 13th Nov., General.—Butterfield & Swire.

Departures.
Nov. 18, *Sydney*, French s.s., for Europe.
Nov. 18, *Heilho*, French s.s., for Hainan.
Nov. 18, *Piemonte*, Italian cruiser, for S'pore.
Nov. 18, *Munkin*, British s.s., for Shanghai.
Nov. 18, *Gilbert*, British steamship, for Calcutta.
Passengers:—Arrived.
Per *Amigo*, from Hainan—53 Chinese.
Per *Amigo*, from Kobe—Mr. W. Herring.
Per *Hongkong*, from Bangkok, &c.—5 Chinese.
Per *Nanchang*, from Newchwang, &c.—6 Chinese.
Per *Ching How*, from Saigon—Messrs. Lie Thi On, Fabbie Boivin, Ng Kut Phay and boy, 80 Chinese and 1 Indian.
Per *Singapore*—Messrs. P. Nalin, M. G. G. (small), Mrs. F. Zambohe, Mrs. Richter, General Comte Reventon, Baron Korff, Dr. Plueger, Messrs. Hamblitzer, Beckmann, Meye, G. G. G., Hon. J. S. Fassett and family, Mr. and Miss Carter, Mr. and Mrs. J. P. Primley and child, Miss L. Steiner, Mr. and Mrs. T. A. Shaw, Mrs. C. H. Hupp, Heng Hee Choo, 5 Chinese, 6 Japanese Women and 1 Indian.
Per *Ching How*, from Saigon—Messrs. W. B. Jones, Kingman, and Mrs. J. H. Croxson.
Per *Marselles*—Messrs. Reichardt, Rasdor, Schwenker, F. C. Borgone, F. de Lachaux Daigian, L. L. Darre, M. A. Loria, E. P. Rion, P. Abbe F. Guiliano, and Miss J. A. Pereira Torres.

STEAMERS EXPECTED.

Names	From	Due
Chingtu	Port Darwin	To-morrow
Catalina	Singapore	To-morrow
Sociata	Singapore	Nov. 20th
Hiroshima Maru	Singapore	Nov. 20th
Oceanic	Singapore	Nov. 21st
Kasuga Maru	Nagasaki	Nov. 21st
Gaelic	Shanghai	Nov. 22nd
Bisagno	Singapore	Nov. 23rd
Kamakura Maru	Singapore	Nov. 23rd
Chelydra	Singapore	Nov. 24th
Prinz Heinrich	Colombo	Nov. 28th
Lady Joicey	Japan	Nov. 28th
Hongkong Maru	San Francisco	Nov. 29th
Empress of Japan	Vancouver	Dec. 2nd
China	San Francisco	Dec. 7th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office with the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Abergeldie	Portland, &c.	Jan. 27th
Adolph Obrig	New York	Dec. 25th
Algon	San Francisco, &c.	Nov. 23rd
Ambrin	Havre, &c.	Dec. 24th
America Maru	San Francisco, &c.	Nov. 28th
Bamburg	Havre, &c.	Nov. 28th
Bavenn	Straits, &c.	Mar. 7th
Bellerophon	Amoy	Nov. 20th
Bengal	Europe, &c. &c.	Nov. 25th
Changsha	Sydney, &c.	Nov. 20th
Carlisle City	San Diego, &c.	Dec. 31st
China	San Francisco, &c.	Dec. 16th
Chingua	Kobe	Nov. 23rd
City of Dublin	Victoria, B.C.	Dec. 30th
City of London	Victoria, B.C.	Nov. 21st
Coptic	San Francisco, &c.	Jan. 20th
Eorommedel	Shanghai	Nov. 25th
Diamant	San Francisco, &c.	Nov. 21st
Doric	San Francisco, &c.	Dec. 23rd
Emp. China	Vancouver, &c.	Jan. 17th
Emp. India	"	Nov. 22nd
Emp. Japan	"	Dec. 20th
Futami Maru	Japan	Nov. 25th
Gaelic	San Francisco, &c.	Nov. 30th
Glensief	London	Nov. 23rd
Haimun	Swatow, &c.	Nov. 20th
Hiroshima Maru	Kobe & Yokohama	Nov. 24th
Hongkong Maru	San Francisco, &c.	Dec. 9th
Idomeus	London	Dec. 12th
Idzumi Maru	Victoria, B.C.	Nov. 20th
Japan	London	Dec. 12th
Kanbara Maru	San Francisco, &c.	Nov. 21st
Karlsruhe	Straits, &c.	Jan. 24th
Kasuga Maru	Thursday Is., &c.	Nov. 24th
König Albert	Straits, &c.	Dec. 13th
Königsberg	Havre, &c.	Dec. 10th
Kosai Maru	Vladivostok, &c.	Nov. 23rd
Lady Joirey	San Diego, &c.	Nov. 30th
Macdon	London	Nov. 28th
Malacca	London	Nov. 30th
Milke Maru	Bombay, &c.	Nov. 28th
Monmouthshire	Portland, &c.	Dec. 23rd
Moyune	New York	Nov. 20th
Nankin	Shanghai	Nov. 20th
Nippon Maru	San Francisco, &c.	Nov. 21st
Obergorg	San Francisco, &c.	Feb. 21st
Preussen	Straits, &c.	Jan. 10th
Prinz Heinrich	Straits, &c.	Dec. 27th
Queen Adelaide	Victoria, B.C.	Nov. 15th
Reuce	New York, &c.	Feb. 20th
Sachsen	Straits, &c.	Oct. 10th
Saint Irene	Victoria, B.C.	Dec. 9th
Sanuki Maru	Marseilles, &c.	Dec. 18th
St. Jerome	New York	Nov. 20th
St. Mark	New York, &c.	Oct. 26th
Strathgyle	San Diego, &c.	Dec. 15th
Suevic	Straits, &c.	Nov. 19th
Suevic	Havre, &c.	Nov. 19th
Tamsui Maru	Swatow, &c.	Nov. 25th
Yuenang	Manila	Nov. 25th

Intimations.

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION
of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
[1242]

12th October, 1898.

**PHOTOGRAPHIC
PLATES, PAPERS, FILMS, KODAKS, CAMERAS,**
&c., &c., &c.
Coast Port Orders Executed.

ACHEE & CO.,
FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG. [12394]

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:
THE VICTORIA DISPENSARY,
HONGKONG.
[1247]

UNTOUCHED BY HAND.
MELLIN'S FOOD
For INFANTS and INVALIDS.
When prepared is similar to Breast Milk.
MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

SHOW OF CHRYSANTHEMUMS.

MR. DORABJEE NOWROJEE begs to
intimate to his Friends and the
General Public that his fine Collection of
CHRYSANTHEMUMS will be on show in the
Gardens at Kowloon Hotel for one week,
commencing THURSDAY, the 16th instant.
Entrance by Chater and Elgin Roads.
Hongkong, 14th November, 1899. [12423]

TUITION IN DANCING.

MR. A. HAHN'S DANCING CLASSES
will re-commence on 1st November next.
Intending Pupils are respectfully requested
to send their Applications Early in order that
Time and Terms may be arranged.
A. HAHN,
No. 10, Ice House Street.
Hongkong, 21st October, 1899. [12324]

CLARK'S B. 41 PILLS are warranted to
cure, in either sex, all acquired or con-
stitutional Disorders of the Urinary Organs,
Gravel, and Pains in the Back. Free from
Mercury. Established upwards of 30 years.
In boxes, 4s. 6d. each, of all Chemists and
Patent Medicine Vendors throughout the
World. Proprietors: The Lincoln and Mid-
land Counties Drug Company, Lincoln,
England. [12319]

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
LUTGENS, EINSTAMANN & Co.
Hongkong, 11th September, 1899. [12314]

For Sale.

FOR SALE-A BARGAIN.

A DOUBLE-LENS
QUARTER-PLATE HAND CAMERA.
(Latest Improvements).
CARRIES ONE DOZEN PLATES.

For Sale with the Camera—
PRINTING-FRAMES,
DEVELOPING-TRAYS,
WASHING-TROUGH,
SMALL CISTERN and LAMP.
Complete for \$70.

Apply at THIS OFFICE.
Hongkong, 1st November, 1899. [12374]

To be Let.

TO LET.

ONE LARGE ROOM, suitable for OFFICE,
with Immediate Possession.
Apply to
A. HAHN,
No. 10, Ice House Street.
Hongkong, 15th November, 1899. [12324]

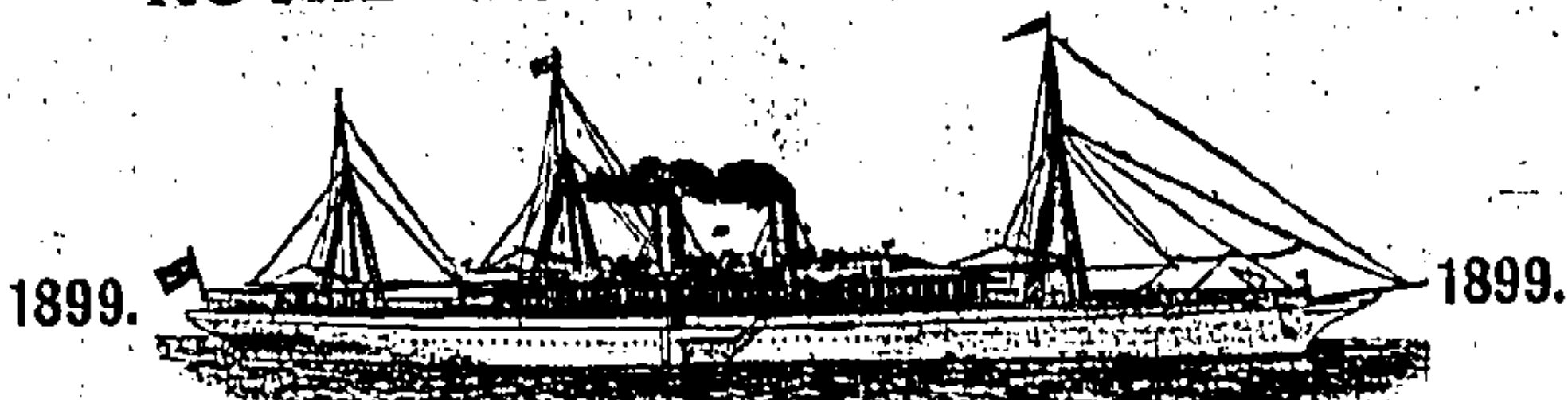
OFFICES TO LET.

N. O. 2A, ICE HOUSE STREET. Immediate
Possession.
Apply to
W. DANBY,
Civil Engineer & Architect.
Hongkong, 7th October, 1899. [12314]

TO LET.

**SEMI-DETACHED VILLA RESI-
DENCES** on Bowen Road (now in course
of erection).
GROUND FLOOR, 35, PEEL STREET.
OFFICES, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers. Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
second to none in the World, the LUXURANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street, [13]

Hongkong, 25th October, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.

City of London [1,329] R.V. Scarff [Nov. 21]
Queen Adelaide [2,832] E. McNair [Nov. 25]
Saint Irene [3,877] W. Atwood [Dec. 9]
City of Dublin [3,338] J. R. Rae [Dec. 30]

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire [2,874] W.A. Evans [Dec. 23]
Aberystwyth [3,777] J. Murray [Jan. 27]

THE attention of Passengers is directed to
the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.
Excellent accommodation. First-class Table
Dinner and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
The YELLOWSTONE NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Rates of Passage to other Points on application.
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
(General Agents)
Hongkong, 6th November, 1899. [12314]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, THE
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.

July Joyce [1,319] about [Nov. 30]
Strathgyle [5,023] about [Dec. 13]
Carlisle City [3,002] about [Dec. 31]

THE Steamship

"LADY JOICEY,"
will be despatched for SAN DIEGO VIA
NAGASAKI, KOBE, YOKOHAMA and
HONOLULU, on or about THURSDAY, the
30th instant.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany Cargo des-
tined to Points beyond San Francisco, should be
sent to the Company's Office, addressed to the
Collector of Customs at San Francisco.

For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 4th November, 1899. [12330]

Hongkong, 4th November, 1899.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

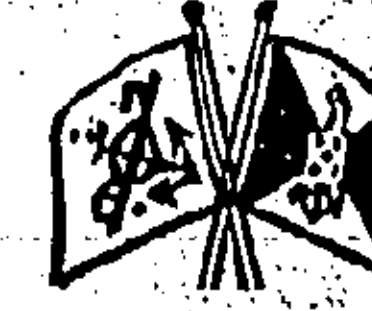
STEAMERS.	DESTINATIONS.	SAILING DATES.
*IZUMI MARU	(VICTORIA, B.C. and SEATTLE, U.S.A., VIA KOBE & YOKOHAMA.)	MONDAY, 20th Nov., at 4 P.M.
KOSAI MARU	(VLADIVOSTOK, VIA SWAROW, AMOY, SHANGHAI, CHEFOO, CHENULPO & NAGASAKI)	THURSDAY, 23rd Nov., at Noon.
KAMAKURA MARU	(KOBE and YOKOHAMA)	THURSDAY, 23rd Nov., at 4 P.M.
KASUGA MARU	(MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE)	FRIDAY, 24th Nov., at 4 P.M.
HIROSHIMA MARU	(KOBE and YOKOHAMA)	FRIDAY, 24th Nov., at 4 P.M.
FUTAMI MARU	(NAGASAKI, KOBE and YOKO- HAMA)	SATURDAY, 25th Nov., at 4 P.M.
MIKE MARU	(BOMBAY, VIA SINGAPORE and COLOMBO)	TUESDAY, 28th Nov., at Noon.
SANUKI MARU	(MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID)	FRIDAY, 1st Dec., at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 17th November, 1899.

HÖRDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	MARSEILLES, HAVRE & HAMBURG.	19th November.
BANBERG	(LONDON with transshipment in HAMBURG)	About 28th November.
*KONIGSBERG	HAVRE and HAMBURG.	About 10th December.
AMBRIA	(LONDON with transshipment in HAMBURG)	About 24th December.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.
[981]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th Jan., 1900, at Noon.

THE Steamship

"HONGKONG MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
SATURDAY, the 9th December, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Pass

Bourdonnel, Mons. de Poincillat, C. H.
Bachmann, Mrs. E.
Barnard, N.
Bridgman, W.
Cowan, W.
Coxford, Mons.
Clark, Miss M.
Crawford, T. C.
Calder, Miss
Crawford, F. O.
Cong, G.
Chubb, A.
Camillo, C.
Cowell, J.
Charoussel, P.
Collett, Miss M.
Chanon, Minc.
Clemens, Mrs. J.
Dunclary, F. J.
Duncan, Mrs. J. A.
Duchrocher, Mons.
Debeaux, R.
Dalton, E. C.
Dunbar, J. V.
Eidstein, P.
Fullam, Dr. W. A.
Francis, Mr.
Finanzi, L.
Ferrada, A.
Fondoy, C. F.
Graham, Miss L.
Goldman, A.
Guerra, T.
Glover, R.
Greenhagen, Mrs. W.
Glaser, Mr.
Gough, W.
Gatt, L.
Hutchinson, Mrs. F.
Hofstad, L.
Harding, W. A.
Hart, Miss M.
Hetzer, A.
Harvey, Mrs. C.
Hudson, L. A. K.
Heinsen & Co., C.
Jeffries, J. V.
Jones, Jas.
Johnston, A. H.
Joseph, L.
Kunkel, M.
Klopper, T.
Kainot, J. J.
Lee Fung, M.
Lloyd, G. R.
Lock, H. S.
Lambe, W. P.
Lawson, H. L. W.
Lehmann, A.
Lowry, Dr. J. H.
Muller, O.
Mure, R.
Marti, A. B.
Metman, H.
Mamedine, E.
Mansfield, Miss M.
McGilvray, D.

List of Registered Covers for Restaurant.
Bates, E. A.
Bonnamour, P.
Coelman, R.
China, Bazar
Cuvie, James
Cameron, Wm.
Calo, R. de
Crawford, J. R.
Din, Mr.
Davies, Capt.
Engineer Chief Hong-
kong Railway
Faustmann, M. A.
Fook Sing & Co.
Gedeh, Dr.
Godaneky, E.
Gdansk, S. O.
Harris, F.
Hesketh, S. E.
Haufmann, W. W.
Hooper, G. W.
Israel, Elsie
Jorge, J. V.
Karam, Sergt. C.
Ko Sin Fan
Kalander Khan
Khan, Mehta
Lattine, Julie
Legner, H. L.

List of Registered Covers for Merchant Ships.
S. S. Chavira
S. S. Calcha
S. S. Idomenus
S. S. Losok
S. S. Rohilla
S. S. Sarpedon
S. S. Simla
S. S. Tsinan

Intimations.
NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JEYES FLUID
THE BEST DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 9th March, 1897.

SIEN TING, SURGEON DENTIST,
No. 10, DAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898.
DENTISTRY.
SUI SANG.
(Lately Practising with Dr. I. SARATA), DENTIST.
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899.

NOTICE.
NOT RESPONSIBLE FOR DEBTS.
Neither the Captains, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:
Reuce, American ship, Dr. Whitmore—Standard Oil Co.

Shipping.

STEAMERS.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship
"TAMSUI MARU."
 Captain K. Sobajima, will be despatched for the above ports, on MONDAY, the 20th instant, at Daylight.
 For Freight or Passage, apply to
MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 17th November, 1899. [1213a]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHANGSHA."
 Captain Moore, will be despatched on MONDAY, the 20th instant, at 3 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th November, 1899. [1377a]

CHINA NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
THE Company's Steamship
"CHANGSHA."
 Captain Moore, will be despatched as above on MONDAY, the 20th instant, at 3 P.M.
 The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
 A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
 For Passage, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th November, 1899. [1376a]

OCEAN STEAMSHIP COMPANY.
 FOR AMOY.
THE Company's Steamship
"BELLEROPHON."
 Captain Lyons, will be despatched on MONDAY, the 20th instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 17th November, 1899. [1397a]

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"MOYNE."
 Captain Conrad, will be despatched for the above Port, on MONDAY, the 20th instant.
 To be followed by the Steamship
"ASAMA."
 on or about 24th December.
 For Freight or Passage, apply to
SHAW, TOMES & Co., Agents.
 Hongkong, 17th November, 1899. [1318a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA.
THE Company's New Steamship
"DIAMANTE."
 Captain Almond, will be despatched for the above port, on TUESDAY, the 21st instant.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
 For Freight or Passage, apply to
SHAW, TOMES & Co., General Managers.
 Hongkong, 17th November, 1899. [1434a]

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"MACHAON."
 Captain Hamah, will be despatched as above on TUESDAY, the 28th November.
 For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 23rd October, 1899. [1333a]

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"IDOMENEUS."
 Captain Riley, will be despatched as above on TUESDAY, the 12th December.
 For Freight, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 16th November, 1899. [1433a]

WEST RIVER SERVICE.
THE New River Steamers
"SAMSHUI," & "WUCHOW,"
 will be despatched alternately from Messrs. DOUGLAS LARRAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG-MOON, KANCHUCK, SANSHUI, SHIHUING and TAKING.
 Both Vessels have Superior Accommodation for Saloon Passengers.
 Fares, including Sleeping Berth and Men's. Single Fare HONGKONG TO SANSHUI, 17-50.
 Return Fare HONGKONG TO WUCHOW, 32-00.
 Return Fare HONGKONG TO WUCHOW, 35-00.
 The Attention of Passengers is drawn to the Magnificent scenery on the West River. Arrangements can be made for the Steamers to stop at CHUI-HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."
 For further information, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 16th October, 1899. [1307a]

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHIMONOSEKI AND KOBE.
THE Company's Steamship
"CHINGTU."
 Captain Williams, will be despatched as above on THURSDAY, the 23rd instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
 Hongkong, 13th November, 1899. [1381a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
THE Company's Steamship
"YUENSANG."
 Captain P. H. Rolfe, R.N.R., will be despatched as above on SATURDAY, the 25th instant, at Noon.
 This Steamer has Superior Accommodation for First Class Passengers.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., General Managers.
 Hongkong, 17th November, 1899. [1435a]

SAILING VESSELS.
 FOR PHILADELPHIA & NEW YORK.
THE 3/3 A.L.L. American Ship
"ST. MARK."
 Captain Dudley, is ready to take Cargo here for the above Ports and will have quick despatch.
 FOR BALTIMORE & NEW YORK.
THE 3/3 A.L.L. American Ship
"REUCE."
 Captain Whitmore, is ready to take Cargo here for the above Ports and will have quick despatch.
 FOR NEW YORK.
THE 3/3 L.L.L. American Bark
"ADOLPH OBRIG."
 Captain Amshury, having arrived, will shortly go here for the above Port and will have quick despatch.
 For Freight, apply to
ARNHOLD, KARBURG & Co., Agents.
 Hongkong, 10th November, 1899. [1405a]

Intimations.
MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office—TOKIO.
Branch Offices—
 LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.
Agencies—
 Muiki Coal Mines.
 Kanada Coal Mines.
 Hokoku Coal Mines.
 Yoshinotani Coal Mines.
 Onoura Coal Mines.
 No. 1, Onoura Coal Mines.
 Ichimura Coal Mines.
 Kishima Coal Mines.
 Yoshio Coal Mines.
 Yamano Coal Mines.
 Manoura Coal Mines.
 The Osaka Shosen Kaisha, Ltd.
 Tokai Marine Insurance Co., Limited.
 Meiji Fire Insurance Co., Limited.
 Kanagafuchi Cotton Spinning Mills.
 Shanghai Cotton Spinning Mills.
 Tokio Cotton Spinning Mills.
 Miike Cotton Spinning Mills.
 Imperial Government Paper Mills.
 Onoda Cement Company.
MITSUI BUSSAN KAISHA, K. HASEGAWA, Manager.
 Hongkong, 19th August, 1899. [141a]

F. BLACKHEAD & CO.,
SHIPCHAN, REPAIRERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.
SOLE AGENTS FOR
HARTMANN'S RAUTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, PAINTER'S PATENT MOTOR LAUNCHES, &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
HONGKONG, 14th May, 1896.
KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
 21 & 23, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA.
 Hongkong, 15th March, 1893. [42]

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK MAKERS JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
NAUTICAL INSTRUMENTS.
 Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.
 Nos. 54 & 56, Queen's Road Central. [12]

MEE CHEUNG,
PHOTOGRAPHER,
 TOP FLOOR OF ICE HOUSE, IN Ice-House Road.
 I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a specialty.
 Hongkong, 22nd September 1898. [45]

Intimations.

JAPANESE CURIOS.

JUST RECEIVED.

Plenty of FINE NEW GOODS at CHEAP PRICES.
 D. NOMA,
 No. 12, Beaconsfield Arcade, Opposite the City Hall.
 Hongkong, 4th November, 1899. [1362a]

DUMINY & CO
CHAMPAGNE
EXTRA DRY
 Carte D'Or
 Seo
 Sillery
 Jeml Seo
 Carte Blanche
 Chateau de
 Sharmlesco

M. OPPENHEIMER & Co., Paris, LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
 Sole Agents in the East for the amalgamated CLEMENT, HUMMER and CLAPATOR Co., Ltd., DUNLOP TYRES' BICYCLES—PRICES—\$160.
 A special reliable Watch made for this Climate.
 Quality A.....\$16
 Quality B.....\$12
 40, QUEEN'S ROAD, Watson's Building.
NOTICE.
 NIGHT SCHOOL for EUROPEANS, by an EX-SCHOOLMASTER.
 Terms moderate, for Particulars apply to
 c/o This Office.
 Hongkong, 18th August, 1899. [1048a]

A CURE FOR ASTHMA!!!
GRIMAULT'S INDIAN CIGARETTES
 Asthmatic people who suffer from Oppression, aching, stifling sensations, Excitement, and Loss of Voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.
GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S Matico Capsules AND INJECTION
 Matico is a powerful and active agent in the treatment of all diseases of the urinary tract, and is especially useful in the treatment of gonorrhoea, cystitis, and other diseases of the bladder and prostate gland. It is also a powerful antiseptic and is used in the treatment of all diseases of the skin and mucous membranes.
GRIMAULT & CO., Paris, Sold by all Chemists.

The Share Market.
LATEST QUOTATIONS.
 (November 18th.)
Banks.
 Hongkong and Shanghai Banking Corporation 350 per cent. prem.
 The Bank of China & Japan, Ltd.—(Preference) nominal.
 The Bank of China & Japan, Ltd.—(Ordinary) 41 buyers.
 The Bank of China & Japan, Ltd.—(Deferred) 45-5 buyers.
 National Bank of China, Ltd.—\$30.
 Do. Do. \$30.
Marine Insurance.
 Union Insurance Society of Canton, Ltd.—\$242.
 China Traders' Insurance Co., Limited—\$59.
 North China Insurance Co., Ltd.—Tls. 200.
 Yangtze Insurance Assoc. Ltd.—\$121.
 Canton Insurance Office, Ltd.—\$133.
 Straits Insurance Co., Ltd.—\$5.
Fire Insurance.
 Hongkong Fire Ins. Co., Ltd.—\$330.
 China Fire Ins. Co., Ltd.—\$87.
Shipping.
 Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.
 Indo-China Steam Navigation Company, Ltd.—\$82.
 China and Manila S.S. Co., Ltd.—\$90.
 Douglas Steamship Co., Ltd.—\$474.
 China Mutual S. N. Co., Ltd.—(Preference)—49-10 buyers.
 China Mutual S. N. Co., Ltd.—(Ordinary)—45-10 buyers.
 China Mutual S. N. Co., Ltd.—(Ordinary)—43 buyers.
 Star Ferry Co., Ltd.—\$21.
Refineries.
 China Sugar Refining Co., Ltd.—\$130.
 Luzon Sugar Refining Co., Ltd.—\$47.
Mining.
 Panjom Mining Co., Ltd.—\$9.
 Do. Preference Shares—\$150.
 Societe Francaise des Charbonnages du Tonkin—\$300 buyers.
 Queen Mines, Limited—\$0-474.
 Jolebu Mining and Trading Co., Ltd.—\$134 sales.
 Raub Allain Gold Mining Co., Ltd.—\$64.
 Olivers Freehold Mines, Ltd.—(A) 50 buyers.
 Olivers Freehold Mines, Ltd.—(B) \$7.
 Great Eastern and Caledonian Gold Mining Co., Ltd.—\$150.
Docks, Wharves and Godowns.
 Hongkong & Whampoa Dock Co., Ltd.—525 per cent. prem.
 Hongkong and Kowloon Wharf and Godown Company, Limited—\$87.
 Wanchai Warehouse and Storage Co., Ltd.—45 buyers.
 New Amoy Dock Co., Ltd.—\$187.

Visitors and Residents at the PEAK HOTEL.
 Mr. and Mrs. F. E. All-husen
 Mr. John J. Bawman
 Mr. H. F. R. Brayne
 Mr. P. Bure
 Capt. Van Corback
 Mr. G. H. Dann
 Mr. and Mrs. W. H. T. Davis and child
 Mr. A. L. Denison
 Mr. P. Dow
 Colonel H. Eldsloe
 Mr. J. S. Ezekiel
 Mrs. A. Fleet
 Mr. A. Forbes
 Lt.-Col. A. R. Fraser
 Mr. L. H. Compere
 Colonel E. H. Gorges
 Staff Surgeon and Mrs. W. E. Home
 Mrs. Iburg
 Major G. R. St. John
 Mrs. Geo. Lawless
 Mr. E. Lee
 Mr. C. W. Longuet
 Mr. C. W. Longuet
 Mr. and Mrs. A. W. Marshall
 Mr. R. Mitchell
 Lt.-Col. The O'Gorman
 Madame O'Gorman
 Dr. Marx Peters
 Hon. H. E. Pollock
 Comdr. R. M. Ramsey
 Mrs. H. E. Sharp
 Mr. A. Sinclair
 Mr. A. Findlay Smith
 Dr. Reich Stabart
 Mr. A. G. Stokes
 Mr. A. P. Stokes
 Mr. G. D. Thomson
 Mr. G. H. Wheeler
 Mr. A. G. Wood
 Miss Von der Pforden
 Miss Gladys Von der Pforden
 Mr. C. Messer
 Hon. and Mrs. R. D. Mr. T. Reeves
 Mr. C. B. Eimonds
 Mr. and Mrs. Von der Steins
 Consul Volpicelli
 Miss Lillie Von der Madame Volpicelli
 Pforden

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.

China Provident Loan and Mortgage Co., Ltd.
 \$50 buyers.
 Hongkong Land Investment and Agency Co., Ltd.—\$112.
 Kowloon Land and Building Co., Ltd.—\$28.
 West Point Building Co., Ltd.—\$29.
 Hongkong Hotel Co., Ltd.—\$144.
 Humphreys' Estate and Finance Co., Ltd.—\$10.

Miscellaneous.
 Green Island Cement Co., Ltd.—\$28.
 China Barco Co., Limited—\$104 buyers.
 A. S. Watson & Co., Limited—\$16-25.
 Hongkong Electric Co., Limited—\$104.
 Hongkong and China Gas Co., Ltd.—\$130.
 Hongkong Rope Manufacturing Co., Ltd.—\$189.
 Geo. Fenwick & Co., Ltd.—\$42.
 Hongkong Ice Co., Ltd.—\$125.
 Hongkong High-Level Tramways Co., Ltd.—\$147.
 Dairy Farm Co., Limited—\$6.
 Hongkong & China Bakery Co., Ltd.—\$25.
 Campbell, Moore & Co., Ltd.—\$15 buyers.
 Bell's Asbestos Eastern Agency, Limited—\$1 nominal.
 Bells Asbestos Eastern Agency, Ltd.—\$5.
 Carmichael & Co., Limited—\$8.
 Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$68.
 Ewo Cotton Spinning & W. Co., Ltd.—Tls. 624.
 International Cotton Mfg. Co., Ltd.—Tls. 75.
 Lau-king-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 774.
 Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.
 Yehloong Cotton Spinning Co., Ltd.—Tls. 55.
 Tebrau Planting Co., Ltd.—\$4 per share.
 Tebrau Planting Co., Ltd.—\$5.
 BENJAMIN, KELLY & POTTS (Share Brokers).
 Telegraph Address—"Rialto."

EXCHANGE.
 Hongkong, 18th November.
 ON LONDON, Telegraphic Transfer.....1/11 5/16
 " Bank Bills, on demand1/11 1/4
 " Credits, 4 months' sight1/11 1/4
 " D'ments, 4 months' sight2/0
 ON BERLIN, (demand)M. 199
 ON PARIS, Bank Bills, on demand2-50
 " Credits, 4 months' sight2-50
 ON NEW YORK, Bank Bills, on demand4-74
 " Credits, 30 days' sight4-84
 ON BOMBAY, Telegraphic Transfer14-44
 " On demand14-44
 ON SHANGHAI, Telegraphic Transfer7-14
 " Private, 30 days' sight7-24
 ON YOKOHAMA, T.T.4 per cent. prem.
 Sovereigns, Bank's Buying Rate\$10-33
 Gold Leaf 100 touch, per tael\$35-65
 Bar Silver27
 Dollars5 per cent. prem.

OPIUM QUOTATIONS.
 Hongkong, 18th November.
 New Patna897 1/2 per chest.
 New Benares870
 New Malwa870 per picul.
 Old Malwa880/885
 Persian paper tied820

VISITORS AT THE HONGKONG HOTEL.
 Mr. J. H. Aitken
 Mr. Hy. W. Andrews
 Mr. John Angus
 Mr. J. Anthony
 Dr. Bach
 Mr. W. S. Bailey
 Mr. B. J. Barlow
 Mr. B. B. Barlow
 Mr. and Mrs. M. W. Barrett
 Mr. J. F. M. Barlett
 Mr. W. M. Black
 Com. Blackburn, R.N.
 Mr. R. W. Borthwick
 Mr. and Mrs. A. H. Borthwick
 Mr. J. W. Brown
 Mr. G. Brusse
 Mr. A. Bunc
 Mr. F. B. Burdett
 Mr. and Mrs. Coleman
 Miss Coleman
 Mr. J. Cardona
 Mr. A. B. Carter
 Dr. and Mrs. F. Clark
 Miss Cunliffe
 Mr. Durkheim
 Mr. J. Oetrick
 Mr. P. C. Denroche
 Mr. T. Doki
 Miss Drum
 Mr. A. H. Ellis
 Mrs. Farrell and child
 Mr. W. Fucker
 Miss M. Geary
 Mr. and Mrs. K. Gibson
 Capt. Gaddard
 Major and Mrs. Griffin
 Mrs. Groves
 Mr. and Mrs. Gruen-hagen
 Mr. T. Guignard
 Mr. R. J. Hall
 Mr. T. Howard
 Mr. G. Hulsen
 Mrs. Jackson
 Major and Mrs. Jeffreys
 Mr. and Mrs. Joseph
 Mr. and Mrs. Kahne
 Mr. E. A. Katsch
 Mr. Kinghorn
 Mr. J. Kirkwood
 Mr. J. Länke

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 Mr. A. Forbes
 Lt.-Col. A. R. Fraser
 Mr. L. H. Compere
 Colonel E. H. Gorges
 Staff Surgeon and Mrs. W. E. Home
 Mrs. Iburg
 Major G. R. St. John
 Mrs. Geo. Lawless
 Mr. E. Lee
 Mr. C. W. Longuet
 Mr. C. W. Longuet
 Mr. and Mrs. A. W. Marshall
 Mr. R. Mitchell
 Lt.-Col. The O'Gorman
 Madame O'Gorman
 Dr. Marx Peters
 Hon. H. E. Pollock
 Comdr. R. M. Ramsey
 Mrs. H. E. Sharp
 Mr. A. Sinclair
 Mr. A. Findlay Smith
 Dr. Reich Stabart
 Mr. A. G. Stokes
 Mr. A. P. Stokes
 Mr. G. D. Thomson
 Mr. G. H. Wheeler
 Mr. A. G. Wood
 Miss Von der Pforden
 Miss Gladys Von der Pforden
 Mr. C. Messer
 Hon. and Mrs. R. D. Mr. T. Reeves
 Mr. C. B. Eimonds
 Mr. and Mrs. Von der Steins
 Consul Volpicelli
 Miss Lillie Von der Madame Volpicelli
 Pforden

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 Major G. R. St. John
 Mrs. Geo. Lawless
 Mr. E. Lee
 Mr. C. W. Longuet
 Mr. C. W. Longuet
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 Lt.-Col. The O'Gorman
 Madame O'Gorman
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 Mr. C. B. Eimonds
 Mr. and Mrs. Von der Steins
 Consul Volpicelli
 Miss Lillie Von der Madame Volpicelli
 Pforden

VESSELS IN PORT.

Steamers.

ALCOA, British steamer, 4,806, F. G. Hansford, 15th Nov.—Mojil 10th Nov., Coal—P. M. S. S. Co.
 AMARA, British steamer, 1,705, C. J. Matlock, 15th Nov.—Samarang 3rd Nov., Sugar—Jardine, Matheson & Co.
 BELLEROPHON, British steamer, 1,488, Lyons, 17th Nov.—Penang 6th Nov., General—Butterfield & Swire.
 BENLARIO, British steamer, 1,487, R. Kroble, 7th Nov.—Mojil 2nd Nov., Coal—Gibb, Livingston & Co.
 BENLOMOND, British steamer, 1,752, C. K. McIntosh, 16th Nov.—Singapore 9th Nov., General—Gibb, Livingston & Co.
 CHANGSHA, British steamer, 1,463, T. Moore, 16th Nov.—Japan 11th Nov., General—Butterfield & Swire.
 CHOWFA, British steamer, 1,050, J. Williamson, 15th Nov.—Bangkok 6th Nov., General—Butterfield & Swire.
 CULGOA, American transport, 1,140, Comdr. J. W. Carlin, U.S.N., 20th Oct.—Manila 17th Oct.
 EMPRESS OF INDIA, British steamer, 5,904, O. P. Marshall, R.N.R., 1st Nov.—Vancouver 10th Oct., and Shanghai 29th, Mails and General—C. P. R. Co.
 EQVATORIA, Belgian steamer, 1,256, W. Williams, 22nd Oct.—Swatow 21st Oct.—Ballast—Lau, Wegener & Co.
 HOHENZOLLERN, German steamer, 2,030, H. Kirchner, 6th Nov.—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov.—General—Melchers & Co.
 HUE, French steamer, 704, P. Merlees, 17th Nov.—Haiphong and Hoihow 16th Nov., General—A. R. Marry.
 IDZUMI MARU, Japanese steamer, 2,092, M. J. Cumpson, 13th Nov.—Mojil 7th Nov., General—Nippon Yusen Kaisha.
 KONG BENG, British steamer, 862, F. W. Joslin, 16th Nov.—Haiphong 14th Nov., Rice and General—Butterfield & Swire.
 KOSAI MARU, Japanese steamer, 1,418, J. Nagao, 17th Nov.—Swatow 16th Nov., General—Nippon Yusen Kaisha.
 KUTSANG, British steamer, 1,495, R. C. D. Bradley, 15th Nov.—Java 4th Nov., Sugar—Jardine, Matheson & Co.
 MONKURU, British steamer, 859, N. G. Major, 14th Nov.—Kobe 31st and Oct.—Yuen Fat Hong.
 NANKIN, British steamer, 2,557, C. H. Bennett, R.N.R., 14th Nov.—Bombay 25th Oct., and Singapore 7th Nov., Cotton and Twist—P. & O. S. N. Co.
 PHRA NANG, British steamer, 1,021, A. S. Calder, 12th Nov.—Bangkok 3rd Nov., Swatow 11th, Rice—Yuen Fat Hong.
 PROKTO, Norwegian steamer, 950, Muller, 15th Nov.—Canton 15th Nov.—Ballast—Harling, Buschmann & Menzel.
 SIBIRIA, German steamer, 3,328, F. Braun, 14th Nov.—Kuchino 6th Nov., Coal—Carlowitz & Co.
 SUEVIA, German steamer, 4,120, Th. Forck, 14th Nov.—Mojil 8th Nov., Coal—Carlowitz & Co.
 TAIFU, German steamer, 1,03